

To-day's
Advertisements.HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE)FOR SHANGHAI, YOKOHAMA AND
HIOGO.
THE Company's Steamship"ADRIA,"
Captain Reuter, will be despatched for the above
Ports TO-MORROW, the 4th instant, at 5 P.M.
For Freight, apply to
CARLOWITZ & Co.,
Agents.Hongkong, 3rd May, 1938. [596]
DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW AMOY AND TAMSUI.
THE Company's Steamship"HAILONG,"
Captain Robson, will be despatched for the
above Ports on THURSDAY, the 5th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.Hongkong, 3rd May, 1938. [594]
EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through cargo to
ADELAIDE, NEW ZEALAND, &c.)
THE Steamship"AUSTRALIAN,"
Captain Helms, will be despatched for the
above Ports on TUESDAY, the 10th instant,
at No. 2.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.Hongkong, 3rd May, 1938. [593]
HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND
SINGAPORE.

THE Steamship

"ADRIA,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.
Optional Cargo will be direct to the wharves
and to the contrary be given immediately.
No Free Insurance has been effected, and any
Goods remaining in the Godowns after TUES-
DAY, the 10th instant will be subject to rent.
The steamer having arrived under general
average, an average bond will be signed at
HAMBURG.
Bills of Lading will be countersigned by
CARLOWITZ & Co.,
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Hongkong, 3rd May, 1938. [595]

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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
Dispensary before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.CLARET.—Our Claret, including the lowest
prices, are guaranteed to be the genuine
product of the juice of the grape and are
not artificially made from raisins and
currants, as is generally the case with Cheap
Wines.BRANDY.—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.WHISKY.—All our Whisky is of excellent
quality and of greater age than most brand,
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our Wines and Spirits to
be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1937. [7]

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 3, 1938.

THE SHIPPING CONFERENCE.

[Continued]

What is wanted is, of course, not that
the British shipowners in the Conference
should put up their rates to and from
Continental ports so as to be as high as the
rates for British ports and higher than the
rates quoted for foreign ports by foreign
shipowners; but that, if the foreigners will
not raise their rates to the level of those
charged to and from British ports, then the
rates to and from British ports should be
reduced, so as to simultaneously give British
trade simple fairplay and give the foreigners a
dose of their own medicine. We are inclined
to think British shipowners should do this
voluntarily, in their own interests; but they
ought to know best what they can do and
what they cannot, so for the sake of getting
the discussion forward to a tangible conclusion
we will grant that they cannot. Their contention
is that, if British shipping ports as a whole
could be matched against Continental shipping
ports as a whole, in a rate-cutting contest,
the British could not win. We think they
could, but we cannot compel them to do it
if they do not choose; they have an easier
policy, which pays them well, and their
posterity and the British nation may starve.
Very well, let us not complain if corporations
are soulless; let us take things as they are,
and make the best of them. Let us make it
immediately worth while to undercut foreign
ports. Let us make it more advantageous
in the present day for the P. & O. and other
companies to charge cheaper freights to and
from London than the N. D. L. to and from
Bremen. Let us come to some arrangement
whereby the Blue Funnel steamers can carry
cargo between Liverpool and Hongkong
cheaper than between Antwerp and Hongkong,
and still not have to wait until the next
generation for their reward. That is what
the British nation has to do; and no doubt
the shipowners will respond.At the annual meeting of the Associated
Chambers of Commerce an important
discussion was initiated by the Blackburn
Chamber in reference to the grievances of
Lancashire exporters, and particularly
Lancashire manufacturers, against ship-
owners with regard to preferential rates.

Mr. HIBBERT moved:—

That the executive council be instructed to
call the attention of the Board of Trade to the
existence of preferential rates in the shipping
trade, which are given to our foreign competitors,
to the great detriment of British commerce,
and which interfere most prejudicially with our
trade generally in the East and Far East.That this meeting is of opinion that no body
should continue to be given by any Govern-
ment authority to any shipping company which
confers on foreign sea-borne traffic advantages
not enjoyed by British traders.That the Board of Trade be requested to take
steps to verify the existence of preferential rates,
and, if proved, to initiate such legislation as may
be considered necessary to deal with the matter.Mr. HIBBERT, in the course of his remarks,
confined himself to the freights which were
charged on cotton goods shipped to the Far East, particularly toChina, in which market, as that Association
knew, the Blackburn Chamber of
Commerce had a greater interest than any
chamber in the world. His remarks were
strongly in corroboration of what the
Hongkong Telegraph has always said.
Blackburn, at all events, could not be
accused of lack of enterprise in its
endeavour to discover the needs of its
Celestial customers, and in the report of
its Commercial Mission, which had just
been completed, information of incalculable
value would be placed in the hands
of those who cared to take advantage
of it. He contended that the large
subsidy which was received by one of
the lines belonging to the Conference—
a subsidy to which they in Lancashire
paid through their taxation a very con-
siderable amount—ought to protect them
against such unfair and unpatriotic treat-
ment, and they desired through the medium
of that Association to call the attention not
only of the Government but also of the people
to a state of things which was preventing
that expansion of our trade in China which
they had a right to expect, and was also
doing incalculable damage to British trade
in all parts of the Empire. He omitted
to add (what the Hongkong Telegraph wishes
to make clear) that the subsidy, under the
present contract, carries no obligation of
the kind required; the shipowners cannot
be expected to do what does not pay them,
and the contract would have to be made
remunerative. If a steamer is simply paid
to carry mails, or to undergo Admiralty
survey for war service, that is no reason
to claim anything in regard to freights.Mr. WATTS, who seconded the resolution,
said they had heard a good deal in the
discussions of the way in which foreigners
were protecting themselves against British
competition, not only in their own but even
in British markets, and it had been argued
that the foreigners were quite justified in
doing the best for themselves; but here
they had the case of Britishers actually
protecting foreigners in the British market.
So long as the Government subsidised
these shipping companies, so long would
they be enabled to keep their rates in
favour of foreigners. Here the speaker
fell into the popular error of forgetting
that the subsidies are paid for specific
services and nothing else. What
had been said with regard to the
cotton trade applied equally to almost
every other trade. Take the case
of rails and iron goods. Such goods
were shipped at Antwerp, and the
steamers then came to London for English
goods, and they actually carried the
Antwerp goods to India, China, and the
Cape, at less rates than they carried the
English goods to the same ports. That
was a state of affairs that required their
attention; at any rate, no assistance
should be given by the Government in
the shape of subsidies to the shipowners
under such conditions as to maintain an
unfair rivalry on the part of foreigners.After some discussion Mr. HIBBERT
replied, and in the course of his remarks,
said that what he maintained was that
the shipowners had no right to make
Lancashire pay higher rates to enable
them to carry foreigners' goods at lower
rates. On the other hand, if the ship-
owners could afford to carry American
goods from New York to China, via Liver-
pool, for 27s. 6d. per ton, why should they
charge the Lancashire manufacturer 40s?
Here again Mr. HIBBERT did not quite
follow the line we should prefer. He
speaks of rights; our view is that any
commercial corporation has a right to
make money as it can, so long as it keeps
the laws. Shipowners have a right to
charge what rates they can get, according
to the indefeasible law that any article or
service is worth what it will fetch. At any
rate, it is certain that the shipowners will
continue to do as they have done, unless
they are offered some tangible inducement
to alter their methods. Let the Govern-
ment give a premium to all steamers which
will take cargo between British ports and
the Far East (both ways) at such rates
that Antwerp, Rotterdam, Hamburg, Bremen,
etc., shall be more expensive routes
even for Continental trade. There was a
time when it was cheaper for German
merchants to buy tea, rice, and silk in
London than to import direct from the
East to Germany. Subsidise British
lines which will make it so once more.
There was a time when it was cheaper
for American cotton growers to send
their raw material to Lancashire and
have it brought back to them manufac-
tured, than to manufacture it themselves.
It would pay Great Britain to make it so
again. It is no violation of free trade;
it is no coddling of trade, nor wet-nursing
of enterprise. It is a plain business invest-
ment, every bit as much as grants-in-aid
for elementary schools or volunteer corps.
The nation pays steamship subsidies for
postal services, and for the defence of the
Empire in case of war; equally should it
pay for the defence of the empire's trade
in time of peace.

REUTERS' MESSAGES.

THE UNITED STATES.

LONDON, May 1st.

The House of Representatives has passed a
bill for creating a war revenue including the
increased tonnage dues.The British, German and French representa-
tives are protesting against the increase of the
tonnage dues and threaten to transfer their trade
to Canadian and Mexican ports.

THE SPANISH-AMERICAN WAR.

The Americans fear that Key West will be
the first port the Spaniards will attack.A flying squadron has been despatched to
meet the Spanish squadron which recently left
St. Vincent.Simultaneously with the recent bombardment
of Matanzas the insurgents advanced upon the
town, but were repulsed with twenty killed.
This indicates to the Americans that the insur-
gents are co-operating.THE
SPANISH-AMERICAN
WAR.

BOMBARDMENT OF CORREGIDOR.

CAPTURE OF MANILA.

GREAT AMERICAN VICTORY.

It is now beyond doubt, from several
private telegrams received in Hongkong,
that the Spaniards in Manila yesterday
wired to Madrid announcing that all was
lost; their ships and forts silenced, city
helpless, falling into the hands of the
Americans, and immediately afterwards
cut the cable, so that the victorious
Americans could not wire details of their
success.The telegram which was said to have
been received yesterday by the Spanish
Admiral's children, announcing the bom-
bardment of Corregidor, had more truth
in it than we thought. We disbelieved it
partly because such a message would
usually be stopped by the Spaniards, and
partly because the Admiral has no children
in Hongkong, as far as we can ascertain.
We find, however, that there was such a
telegram received in Hongkong by the
children of Captain Concha, of the cruiser
Don Juan de Austria. News telegrams
have hitherto been rigorously suppressed,
but this apparently got through on ac-
count of being a private message of an
officer. It stated that the Americans had
begun to bombard Corregidor, the island
at the entrance to Manila Bay. From the
fact that there is no mention of any bat-
teries on the mainland supporting the
island forts, it is assumed that previous
reports were correct in assigning the
northern shore (Mariveles) a few guns of
no great value and with little ammunition,
and the south shore no defence at all.
The southern channel is six miles wide,
and dotted with rocks and shoals which
make navigators usually take the narrower
and deeper channel north of Corregidor,
only two miles wide. It was known that
the wide entrance had not been mined,
while the Spaniards claimed to have filled
the other channel with torpedoes and sub-
marine mines. If the American squadron
had been attempting the northern entrance,
probably the telegram would have men-
tioned bombardment of Mariveles as well
as Corregidor.Since the telegram in question was from
the Captain of the cruiser Don Juan de
Austria, presumably the Spanish squadron
was inside Manila Bay. This is a
rather large presumption, for several
other explanations are possible; Captain
Concha might send the message
overland from a distant port, or his ship
might be at sea without him, or the squad-
ron might be at sea without the *Austria*,
or the telegram might have been sent by
anybody in his name. But it seems most
probable that he and his ship and the fleet
were all together inside the Bay, and pre-
sumably then going to the aid of the Cor-
regidor forts. That was yesterday morning.
Our own ideas that the American squadron
was then steaming into Manila Bay by
the southern entrance, having previously
done what could be done to feel the way,
reconnoitring at night with steam pinnaces
and launches from the large cruisers, look-
ing for booms or other obstructions which
the defenders might have put in the chan-
nel. Having completed preparations, and
ascertained as much as possible about the
movements of the rebels in the hill-country
behind the Bay of Manila, Commodore
Dewey must have steamed into the Bay,
exchanging shots with Corregidor as he
passed, but probably not waiting long.
The forts could not stop him; if there were
mines, the Americans could explode them
in advance by a half of shot into the mine-
field, and then there would be nothing but
the feeble resistance of the poor Spanish
squadron to help Manila itself.The cutting of the cable last night was
practically a certain sign of Spanish re-
verses. Commodore Dewey would never
have injured the cable; that is well known.
The rebels could not interrupt the line, for
it is wholly submarine, all the way to
Manila, since the Bolinao station was en-
tirely abolished a few weeks ago. There-
fore the cutting of the cable (barring ac-
cident) must have been done by the Span-
iards. Such an accident, at such a juncture,
is not impossible, but there is much more
probability in the supposition that the
Spaniards cut the line. Then why should
they cut it? It seemed to us, on hearing
the news late last night, that there could
be no other explanation than total defeat
of the Spanish forces. It would not bene-
fit them greatly to cut the cable; but it
would be their last expiring kick at the
hated invaders, and would at any rate
inconvenience them and deprive them of
the satisfaction of reconquering their own
brave deeds promptly.Up to this point it was all guesswork—
some of it sound and practically certain
deduction, some of it problematical in the
extreme. Now, this morning, several pri-
vate telegrams have reached Hongkongalmost simultaneously from Europe, an-
nouncing that a complete defeat of the
Spaniards at Manila is notified in Madrid.
This ends all doubt. The news must have
been the very last thing sent over the wire
from Manila before communication was
interrupted, and therefore it must have
been immediately followed by American
occupation of the city. If the cutting of
the cable was not simply a last vengeful
act of the Spaniards, it may be that
at the last moment the city was given
up to riot and plunder and the tele-
graph office destroyed, burnt in bom-
bardment or looted by rebels or mad-
dened Spanish soldiery. Whatever be
the real explanation, the cutting of the
cable means some kind of disorder and
violence in Manila.There are urgent telegrams from sev-
eral quarters in England and America, all
to this effect—"We have Madrid report
of Spanish defeat at Manila, send us the
other version." But there is nothing to
send; the Madrid report must have
passed through Hongkong, for (as far
as we know) there is no other cable
from Manila to the outside
world; but it is a remarkable instance
of the trustworthiness of the Eastern
Extension Telegraph Company, that not a
word of the message leaked out in
Hongkong, and we at the nearest
telegraph station to Manila know less
than the remotest inhabitants of Europe
and America. Until some ship comes
from the Philippines, there will be nothing
but the Spanish version of the fight.

LOCAL AND GENERAL.

A CELESTIAL was to-day fined \$10 for neglecting
to report a case of plague.FOR making fast to the steamer *Cathartes*
Apoar while under way, two boatmen were to-
day fined \$50 each.An enquiry was held at the Harbour Office
to-day into the stranding of the *Stikhan*. Evidence
was given and the enquiry was adjourned till
10.30 a.m. to-morrow.THE *Powan-Kwong* collision case was re-
sumed at the Supreme Court to-day. The Chief
Justice of the *Powan* gave evidence of the re-
versing of the engines after the collision occurred.
Mr. Pollock then summed up on behalf of the
defendants and the case was adjourned till 10.30
a.m. to-morrow.THE *Pelito*, says the *N. C. Daily News*, is re-
ported to be worse than ever. No lighter draw-
ing more than 6 feet 6 inches can get up to the
Tinian Bund, and there is very little water at
low tide alongside the wharves at Tanjong, while
the channel is very narrow. There is plenty of
water on the bar, but the mouth of the *Pelito*
is sitting up so fast that it is possible at low tide
walk out on the south bank and talk to the
people on the lights. The railway has re-
duced its tariff for cargo, and is competing
seriously with the Taku Tug and Lighter Co.A FIRE broke out at Sakamoto-cho, Sancho-
Shitaya-Ko, Tokio, on the 20th ult., which
destroyed 425 houses besides partially destroying
24 others. Some burning embers were carried
by the wind to Nippori where they caused an-
other outbreak and the loss of 30 houses. One
old man of 80 years of age was burnt to death,
while another man was badly wounded by a
slight-board dropping on him. The scene of the
fire is near Utsuno Park, and as the neighbour-
hood was crowded with sightseers, the cherry
trees being in full bloom, there was immense
confusion for some time.THE London correspondent of the *Stirringham*
Gazette has the following: "A remarkable
story is being told privately to the effect that a
Russian spy had been discovered in Lord Sal-
isbury's household at Hatfield. Of its truth I am
unable to afford any guarantee, seeing that such
an incident would be concealed with scrupulous
care, for reasons that are obvious. The story
goes that at a dinner party at Hatfield one
of the guests was puzzled by the identity
of the face of one of the servants. By and by he remembered where he had last
seen that face, and the fact being made known,
it became a matter of moral certainty that the
owner of the face was a Russian spy, disguised
as a footman. There is nothing inherently im-
probable in the story. It is well known that
domestic espionage is one of the methods em-
ployed by the daring and unscrupulous Russian
Secret Service. It maintains a large staff of
secret agents in every capital, and little that is
discoverable by daring ingenuity is not made
known to the Russian Government."THE statement is made that a private concession
of presumably very great value has been made
by the Chinese Government to British capitalists.
The concession in question is stated to be for an
extensive area—as large as 10,000 square miles.
It is said—in the province of Shantung, to a British
syndicate. No particulars are forthcoming, but
perhaps the party of mining experts which left
Waterloo on 30th March by the Southampton
express en route for China, via New York and
Vancouver, under the leadership of Mr. W.
Pritchard Morgan, M.P., has something to do
with it. This party is the outcome of negotia-
tions entered into with Li Hong-chang, Mr.
Morgan accompanied the Chinese Plenipotenti-
ary across to New York when leaving England,
and obtained commissions to induce English
capitalists to interest themselves in developing
the mineral resources of China. Shortly after-
wards Mr. Morgan went out to China, and the
result of his visit was said to be that he obtained
some valuable concessions, though particulars
were never vouchsafed.—*Li & Co. Express*.

Mr. N. J. Edie's yacht

THE LOST SHIP PELICAN.

TACOMA, March 23rd.
The first discovery of any probable trace of the tramp steamer *Pelican*, which sailed from Puget Sound for China on October 12, 1897, is reported by the British ship *Falkirk*, Captain Helmer, which arrived from Shanghai several days ago. When about half way across, and off the coast of the Aleutian Islands, the *Falkirk* sighted an empty lifeboat floating on the ocean and nearly filled with water. It was a quarter of a mile distant and tossed about by a fearful storm. The lowering of boats to make an investigation was impossible because the *Falkirk* had been in the teeth of a tremendous gale and was scarcely out of danger. Besides, she had miraculously escaped only a few days previous from destruction by a water-spout, making all on board anxious to reach the region of lower straits.

When the lifeboat was reported Captain Helmer had just turned in after twenty hours of continuous service on the bridge. He returned to his post to discover the name of the boat. Had the sea been less turbulent he would have ordered the men to the rescue of the sinking boat, with the faint hope of learning something regarding the fate of its former occupants. But the lives of his men were too precious to be risked when none were endangered, and the empty boat was passed.

Captain Helmer reported his discovery to the Northern Pacific Steamship Company, the charterers of the *Pelican*, but it was not made public until this afternoon. Shipping men agree that the lifeboat must have belonged to the *Pelican* and declare it may be the only trace ever found. In the first place the boat was seen in the direct pathway traveled by the *Pelican* and other Northern Pacific steamers in following the great circle between America and Asia, which circle skirts the Aleutian Islands. The *Pelican* had crossed the ocean by this route several times, and was to have taken it on her return trip.

In the second place, so far as known the *Pelican* and the American schooner *Novad* are the only vessels missing on the route traversed between the Atlantic Coast and Puget Sound. Captain Helmer says positively the lifeboat he saw had overlapping boards on its side, after the fashion of British-made lifeboats, (caval-bull) whereas the American-made boats, which the *Novad* had, have smooth sides (chinker-bull).

The Northern Pacific Steamship Company has always entertained the hope that the *Pelican* had been disabled a part to some Aleutian Island to a salt passing boat. If this were the case it is possible that the boat sighted by the *Falkirk* had put out to intercept a passing steamer and procure assistance. In that event the *Pelican*'s crew has perished ere this, as she carried provisions for only thirty days.

The *Pelican*'s cargo consisted of railroad ties for Taku, China. She was commanded by Captain Gove and had a crew of forty men, whose friends now give them up as lost.

MANCHURIA.

Captain F. Youngblood, in the *Nineteenth Century*, writes: "Away on the extremely opposite end to ours of the great Eurasian continent is a country to which only too little attention has as yet been paid, and which, on account of its wealth, its favorable natural position, and the intelligence of its inhabitants will attract to itself a yearly increasing notice from Europe, and play no insignificant part in the history of the next few decades. The recent march of events has shown two rising Powers pressing round Manchuria, and threatening to contest its possession with the seemingly dormant Chinese. . . . If Manchuria were such a wretchedly poor country as, for instance, Khiva, Merv, and Turkistan, none of others which have fallen to the lot of the Russians, comparatively little attention need be paid to the progress of events in that distant quarter of the world. It would matter but little to other European nations whether the Russian or Japanese did or did not take the country. But Manchuria is no such desert country. It is, on the contrary, a country of exceeding richness, and of promise scarcely less than that of the Transvaal itself, and compared to which the whole of Central Africa, from Uganda to Kharoum, is of paltry insignificance. The timber alone of the vast virgin forests which clothe the hill-sides over thousands of square miles must be worth many millions; for this timber is of the most valuable kind, and besides the ordinary pines, which are common all over the world, and which being fast-growing are easily replaced when cut down, there are immense quantities of hard timber—of oak, and elm, and walnut—to replace which a century is required, and the quantity of which in the world is rapidly diminishing. Manchuria is equally rich in its production of cereals, and in the southern portion of such crops as indigo and tobacco.

Such being the climate, the nature of the country, its soil and productions, the inhabitants, as might be expected, are a strong, hardy, vigorous race, and from the glens of Manchuria have issued three successive waves of conquest which have overrun the whole of China. The numbers of the original inhabitants have been augmented by streams of immigrants from China proper, and these, though slightly less robust than the original Manchus, are yet of good and sound physique. They are the very reverse of impulsive cool, calculating, and so economical that not even the manure from off the roads is allowed to be wasted, and the heat of the fire required for cooking purposes is carefully utilized by means of flues to warm the whole house. Their industry is apparent in the care bestowed upon their fields. In the summer they work from dawn till sunset, with a brief interval for the midday meal, and in the winter they start about before daybreak on their long weary journeys. They are grave and little given to mirth on the whole, but are amiable, amenable to control and to the restraints of social life; if not particularly warm in their devotion to their children and to their parents, at any rate not absolutely callous; and though any active benevolence is not very apparent there are, on the other hand, few symptoms of active malevolence. But the most important trait to notice in their strong conservatism. What was good enough for their fathers the present-day inhabitants think must be good enough for them. They are intelligent and quick to grasp simple ideas, but superstitious and ignorant of natural causation, very lacking in imagination, with high powers of imitation, but no capacity for invention. They all dress alike, and in the same way in which they have dressed for centuries past; there is no difference between one house and another, and even their cars are all of the same pattern. The rigid style of ideas is a concomitant of their strong conservative tendencies. They have, as a rule, little regard for truth, but in business matters where the word is given it may be relied on. Honesty is not a pronounced trait in their characters, nor are they remarkable for morality. And these defects must, therefore, be set against their riling industry and their little effect upon their practical conduct. It produces in them none of that fanaticism which impels other races to deeds of war, and it imposes upon the people of Manchuria few of those restrictions as to what they may or may not do with which the people of India are so fettered.

DEPARTURE OF DR. ON LEE FROM SYDNEY.

Speaking about the departure of Dr. On Lee from Sydney, the *Sydney Mail* says:—

"The departure of the *a.s. Australian* for China last week was marked by a picturesque and interesting series of incidents. The steamer had an unusually large number of passengers on board—British and Australian tourists bent on seeing the East, and merchants intent on exploiting new and promising markets. So great was the throng of passengers and their friends that the water police were assembled in force to regulate the people and transit officers to keep order in the long lines of cabs and carriages. There has not previously been such a scene at a China-bound boat in Sydney. The picturesque element, however, was furnished by the departure of Dr. On Lee and the various ceremonies appertaining thereto. Dr. On Lee's name is well known in Sydney, and his house, in Wynyard-square, is one of the sights of the city on the occasion of great celebrations—Celestial or Australian—large crowds invariably assembling opposite it to see the remarkable displays of mechanical lanterns with which he invariably illuminates. Recently Dr. On Lee decided on revisiting his native country, and at the instance of Mr. Quong Tart and others, a large album of representative citizens was prepared, to be shown to the high Chinese officials, with a view to persuading them that the Australians were a civilized people with whom it would be well to cultivate friendly official and trade relations, and as flags are of much significance in all Celestial affairs a collection of the flags of the various colonies was brought together, and these, together with particular of our products and resources, are to be laid by Dr. On Lee before his brother Mandarin and the higher powers. Dr. On Lee, who has resided for 40 years in British communities, is determined to instill into the minds of his people the idea that the British Colonies are their friends, and not the mischievous foreign Shensi. At the steamer the traveler had a great send-off. He was attired in the insignia of his rank as a Mandarin, "fourth rank, blue button," a magnificent costume. Mr. Quong Tart was in his insignia as a Mandarin, "fifth rank, crystal button." The Balmala Premier Coldstream Band played at intervals, the steamer was gaily decorated with flags and ferns and flowers, and tables were laden with good things. Mr. Keith, M.L.C., proposed Dr. On Lee's health, and Dr. On Lee, Mr. Quong Tart, and Mr. Smithers, S.M., all spoke. The ceremony over, the steamer left amidst the playing of the band, frantic cheers from the great crowd of Chinese and Europeans on the wharf, and the waving of the doctor's collection of flags on the vessel."

The *Sydney Mail* has some fine illustrations of scenes on board the *Australian*.

The *Daily Telegraph* also has an interesting account of Dr. On Lee's departure and gives the following report of the speech-making:—

"Mr. Keith, M.L.C., proposed the toast of Dr. On Lee. He congratulated the doctor on his successful career he had led in Sydney for forty years. He hoped the doctor would carry a good account of Australia to the people of his own country. The rapidly growing importance of Australia in relation with China, he considered called for the appointment of a Consul-General of that Empire to this country. That Consul-Generalship, in his opinion, could be adequately filled only by his friend, Mr. Quong Tart."

"Dr. On Lee, in a few words, thanked the European medical men for the courtesy they had always extended to him. He was pleased at the evidence of esteem, from Europeans and Chinese alike, given to him by that large assemblage of friends. Mr. Quong Tart responded in fuller terms on behalf of Dr. On Lee. He said that the doctor had been provided with official letters and the distinctive flags of the colonies of New South Wales, Victoria, South Australia, and Tasmania. These letters and flags would convey to Chinese people of influence a message of good will from the British race in Australia. China at the present time was being intimidated against England by other foreigners for interested motives of their own. Dr. On Lee had arrived at the conclusion, from forty years' residence among people of the British race in this part of the world, that China could rest on no better friend than the British Empire. It was the doctor's special business to instill that idea into the minds of those of his influential countrymen with whom he would be brought in contact during a lengthy trip through all the important districts of the Empire. In conclusion the speaker desired to thank the Premiers of the various colonies for the courteous way in which his correspondence to the doctor's mission had been replied to."

Mr. Smithers, S.M., briefly responded on behalf of the visitors. Shortly afterwards the vessel left the Quay amid a louder blast of band music, a perfect storm of cheering, and a last wild waving on board of the flags of the various colonies.

The *Australian* arrived in Hongkong early in April.

NEWS BY THE INDIAN MAIL.

The steamship *Catharine* appears, Capt. J. G. O'Brien, from Calcutta and Straits, arrived in port yesterday. The following telegrams are taken from our Calcutta exchanges:—

BOMBAY, April 15th.
A Persian Gulf correspondent says things are quieting down at Basrah partly through a fall in the price of food, and partly through the continued presence of a party of blue-jackets. Disturbances do still occur, but not nearly so frequently, and they are not committed by Taghuts who are chiefly conspicuous by their absence. One night last week a caravan was attacked and several men were killed, but it was discovered next day that the authors of this outrage were actually Persian guards, the very men paid for preserving peace.

The temperature is increasing and the hot weather seems to have fairly set in, and with it has come the predicted diminution of plague in all parts of the city. To-day's figures show 13 new cases and 77 deaths, with 170 deaths from all causes.

There was a further decline in the plague figures to-day. There were 74 new cases, 63 deaths, and 109 deaths from all causes. News received by mail steamer to-day promises little hope of the stranded *Chia* being safely taken off the rocks. The rock is heaving in her forehead which is full of water, none of the cargo from this part of the vessel having been removed. The water is up to the engine room bulkhead. All the boilers have shifted owing to the bumping of the ship on the rocks. The stern has been emptied of all cargo and is being pumped out. The *Chia* is being pumped out, but the pumps are not powerful enough to make any impression on her fore part, although they are each capable of pumping a thousand tons of water per hour. Very little hope is held out by the engineers of saving the vessel.

LONDON, 15th April.
The European press, with the exception of the *English press*, generally side with Spain. General Klumper and Staff have arrived at Wady Hail. The *Times* correspondent states the Governor of Beirut Province has granted a

NOT A N D A .

Considerable excitement was caused here this afternoon owing to a rumour that plague had broken out in the native part of Calcutta.

Enquiry showed that a native, after a few hours' severe illness, had died from a disease strikingly like plague, and which a non-official doctor declares is plague. Every precaution has been taken, the house being thoroughly fumigated and disinfected, and the inmates, five in number, removed to the plague segregation camp. The Plague Committee has been summoned to ascertain the true facts, and their decision is anxiously awaited. If the plague once gets a footing in this most filthy part of the town it will be next to impossible to eradicate it.

The authorities here are most anxious to prevent a plague scare, and as a result not a word appears in any of the daily papers this morning regarding the very suspicious plague case wired to you yesterday. The official report is not yet made public, but the inmates of the house in which the patient died are still detained in the segregation camp. The deceased was a grocer, and as far as is known had not been away from Calcutta for some time.

Bombay, April 18.—On the night of the 13th instant, says the *Kalyani* Times, the mail train running between Morvi and Varanasi was looted at Chanchapuri by about the armed men. The marauders, having killed the mailman, escaping the post, went away with the bags containing parcels etc. On the news reaching Morvi the Thakore Sahib, accompanied by the police, repaired personally to the spot, and as the footprints of the dacoits were found going into the limits of Jamnagar, the authorities of that state have been asked to institute the necessary inquiry into the matter. It is said immense loss has been caused, though no detailed information is to hand yet.

NOT A N D A .

CALENDAR.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

Weather Report. On 18th April, 1898.

Barometer	29.96
Thermometer	73
Humidity	71
Rainfall	79

TO-DAY.

Tuesday, 3rd May, 1898.

Chinese—13th day of 4th moon of 24th year of Kwong-shi.

Jewish—11th Yahr, 5658.

Mohammedan—11th Dhu'l-hajja, 1315.

Sun—Rises 6hr. 35min.

Sun—Sets 6hr. 25min.

High water—Morning 6hr. 59min.

High water—Afternoon 6hr. 51min.

Low water—Morning 6hr. 53min.

Low water—Afternoon 7hr. 5min.

ANNIVERSARIES.

1839—France and Sardinia declared war against Austria.

1864—Battle of the Wilderness.

1880—H.R.H. Prince Heinrich entertained at the German Club.

1883—Sir Henry Parker appointed Minister to China.

1884—Suspension of the Oriental Bank.

1886—Opening of the Colonial and Indian Exhibition.

1890—Several shocks of Earthquake at Helthow.

1897—The Greek Government decided to continue the war.

TO-MORROW.

Wednesday, 4th May, 1898.

Chinese—14th day of 4th moon of 24th year of Kwong-shi.

Jewish—12th Yahr, 5658.

Mohammedan—11th Dhu'l-hajja, 1315.

Sun—Rises 6hr. 35min.

Sun—Sets 6hr. 25min.

High water—Morning 7hr. 5min.

High water—Afternoon 7hr. 51min.

Low water—Morning 7hr. 53min.

Low water—Afternoon 8hr. 5min.

ANNIVERSARIES.

1839—The impitmentment of the foreign community at Canton ended.

1859—The *a.s. Cumia* plundered by pirates near Hongkong.

1874—Riot in the French Concession at Shanghai.

1884—Roman Catholic Cathedral at Peking inaugurated.

1891—The Sunday Cargo-Working Ordinance passed.

1897—Charity Bazaar disaster at Paris; over 140 lives lost.

SHIPPING AND MAIL NEWS.

MAILS DUE:—

German (*Prussia*) to-morrow.

French (*Yarra*) 9th inst.

American (*Peru*) 10th inst.

Canadian (*Empress of Japan*) 11th inst.

The N. P. S. S. Co.'s steamer *Tacoma* sailed from Yokohama for Tacoma on the 30th ult.

The N. P. S. S. Co.'s steamer *Columbia* arrived at Victoria from Hongkong and Japan on the 30th ult.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Yarra*, with the next French mail, left Singapore for this port at 6 p.m. yesterday, the 2nd inst. via Saigon.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left San Francisco for this port, via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 30th ult.

The O. & S. S. Co.'s steamer *Galle*, with mails, etc., which left hence April 1st for San Francisco, via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 30th ult.

PASSED THE CANAL. OUTWARD—*Wilmington* Hall, 15th March—*Bullfinch*, Adm. 18; *Nadid*, Nyana, *Frederick*, 21; *Chingwa*, *Tanaka*, *Trenham*, 23; *Bandowji*, *Elizabeth*, *Mowbray*, 25; *Noble*, *Ottobro*, 1st April—*Marquis*, *Bacchus*, *Myrmidon*, 5; *Glenish*, *Reynolds*, *Armando*, *Indram*, *Kilburn*, *Undan*, 12; *Java*, *Nestor*, *Yarra*, *Egmont*, *Cailla*, *Falldown* Hall, 15; *Breconshire*, *Agamemnon*, *Kaloso*, *Yarra*, *Arcton*, *Cyprius*, 19; *Marla*, *Valerie*, *Oak Branch*, 21; *Sydney*, *Vindobona*, *Lobnitz*, 23.

HOMEWARD—*Phinney*, 20th March—*Amphitrite*, 1st April; *Natal*, 1st April; *Lyph*, 2nd April; *Yarra*, 3rd April; *Yarra*, 4th April; *Yarra*, 5th April; *Yarra*, 6th April; *Yarra*, 7th April; *Yarra*, 8th April; *Yarra*, 9th April; *Yarra*, 10th April; *Yarra*, 11th April; *Yarra*, 12th April; *Yarra*, 13th April; *Yarra*, 14th April; *Yarra*, 15th April; *Yarra*, 16th April; *Yarra*, 17th April; *Yarra*, 18th April; *Yarra*, 19th April; *Yarra*, 20th April; *Yarra*, 21st April; *Yarra*, 22nd April; *Yarra*, 23rd April; *Yarra*, 24th April; *Yarra*, 25th April; *Yarra*, 26th April; *Yarra*, 27th April; *Yarra*, 28th April; *Yarra*, 29th April; *Yarra*, 30th April; *Yarra*, 1st May; *Yarra*, 2nd May; *Yarra*, 3rd May; *Yarra*, 4th May; *Yarra*, 5th May; *Yarra*, 6th May; *Yarra*, 7th May; *Yarra*, 8th May; *Yarra*, 9th May; *Yarra*, 10th May; *Yarra*, 11th May; *Yarra*, 12th May; *Yarra*, 13th May; *Yarra*, 14th May; *Yarra*, 15th May; *Yarra*, 16th May; *Yarra*, 17th May; *Yarra*, 18th May; 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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	YOKOHAMA (DIRECT)	TUESDAY, 10th May, at 4 P.M.
IDZUMI MARU	Kobe and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GEMAN.	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1898.

Dr. KNORR'S ANTIPYRINE

patented "LION BRAND" In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS!

Dr. OVERLACH'S MIGRAINE

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an analgesic.

Use only DR. OVERLACH'S MIGRAINE, "Lion Brand," and always prescribe "MIGRAINE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARKWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

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Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAunceSTON AND MELBOURNE VIA MACAO.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched TOMORROW, the 4th instant, at Daylight. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1898. [56]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"MEMNON."

Captain Mogridge, will be despatched TOMORROW, the 4th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd May, 1898. [58]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"JOHN ZOLLERN."

Captain H. Meier, will leave for the above Ports on THURSDAY, the 5th May. For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 29th April, 1898. [57]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN."

Captain Helms, due here with the outward German mail about the 4th May, will leave for the above place about 24 hours after arrival. For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 29th April, 1898. [57]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APEAR."

Captain J. G. Ollivant, will be despatched for the above Ports on SATURDAY, the 7th instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 2nd May, 1898. [59]

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA."

Captain Schrotter, will be despatched for the above Ports on or about the 7th May. For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 25th April, 1898. [56]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched as above on THURSDAY, the 12th May. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th April, 1898. [57]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SAM."

Captain C. Cold, will be despatched as above on or about the 14th May. For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 16th April, 1898. [54]

MOGULWARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA."

will be despatched as above on or about the 15th May. S.S. "MACDUFF" about 25th May. S.S. "AFRIDI" " 31st June. S.S. "PATHAN" " 15th June. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 20th April, 1898. [53]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bark

"WEST YORK."

W. L. Foster, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 7th March, 1898. [36]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"IMBERHORNE."

Lever, Master, shortly expected here, will load for the above port and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th March, 1898. [44]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

V. toria | 3,167 | J. Truebridge | May 10

Olympia | 2,608 | T. H. Dobson | May 21

Arcton | 3,164 | J. Pantou, R.N.R. | June 14

Tacoma | 2,549 | A. Dixon | July 2

ALSO

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Dracon | 3,601 | E. Porter | June 4

Mogul | 3,654 | W. H. Wilgitt | June 18

Columbia | 2,603 | A. Gow | July 9

Braemar | 3,601 | E. Porter | Aug. 13

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON &c.

Excellent accommodation. First-class Table, DOCTOR and STWARDNESS carried.

HONGKONG TO NEW YORK &c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 22nd April, 1898. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain F. N. Tildard, R.N.R. carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Supt.

Hongkong, 2nd May, 1898. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia | Wednesday | 25th May.

Sachsen | Wednesday | 22nd June.

Bayern | Wednesday | 20th July.

Prin Heintz | Wednesday | 17th Aug.

Darmstadt | Wednesday | 14th Sept.

Prussia | Wednesday | 12th Oct.

Sachsen | Wednesday | 9th Nov.

Bayern | Wednesday | 7th Dec.

Prin Heintz | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

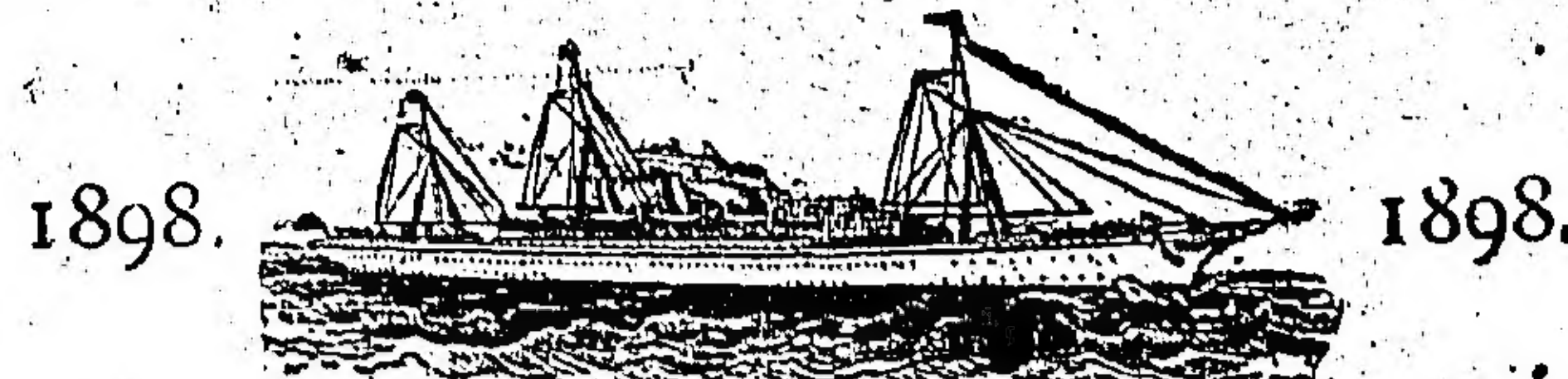
Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th April, 1898. [57]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R. WEDNESDAY, 8th June, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTIN